

JUDICIAL DEPARTMENT.

NOTIFICATIONS.

The 28th May 1884.

The undermentioned gentlemen have been enrolled as Advocates in the Chief Court of Mysore, under the Rules of 18th February 1879 :—

Mr. M. Venkatramaiya Chetti, B. A., B. L.

Mr. Challa Venkatanarasaiya, Barrister-at-Law.

The undermentioned person has been enrolled as a Pleader of the 1st Grade in the Courts of Mysore, under the Rules of 18th February 1879 :—

112. K. T. Narasimhaiengar

Proposing to practise in the Courts of the Nundydroog Division.

S. HAMAJEE ROW,
Registrar.

FINANCIAL DEPARTMENT.

MONEYS TENDERED FOR DEPOSIT ON ACCOUNT OF COURT ATTACHMENTS FOR THE BARR AND SAVAR FORCES.

Circular No. 1590.

In modification of Circular No. 1588, dated 12th instant, the Comptroller has the honor, at the request of the Military Secretary, to point out that moneys deposited by Regimentdars and Commandants on account of court decrees against men of the Local Force should *not be refunded in cash*, but on their requisition Public Service Transfer Receipt payable to the Court concerned should be supplied to the officer making the deposit who will forward it in usual course to the Court.

H. HUDSON,
Comptroller.

MYSORE STATE RAILWAY.

Approximate Return of Traffic for week ended 17th May 1884 on 87 miles open.

| | Coaching Traffic. | | | | Merchandise and Mineral Traffic. | | | | Other Earnings (estimated.) | | | | Total Earnings. | | | | Traffic Train-miles run. | | |
|--|--------------------|--------|--------------------|----|----------------------------------|----|-----------|----|-----------------------------|------|----|----|-----------------|----|-----------|--------------|--------------------------|--------|--|
| | No. of Passengers. | | Coaching Receipts. | | Weight carried. | | Receipts. | | | | | | | | Coaching. | Merchandise. | Total. | | |
| | | Rs. | A. | P. | Mds. | S. | Rs. | A. | P. | Rs. | A. | P. | Rs. | A. | P. | | | | |
| Total Traffic for the week | 6,433½ | 3,772 | 4 | 9 | 16,049 | 10 | 1,659 | 12 | 0 | 28 | 10 | 11 | 5,460 | 11 | 8 | 800 | 600 | 1,400 | |
| Or per mile of Railway | 75 | 43 | 13 | 10 | 184 | 19 | 19 | 1 | 3 | 0 | 5 | 4 | 63 | 4 | 5 | 0 | 0 | 0 | |
| For previous 18½ weeks of half-year | 111,273½ | 69,808 | 8 | 1 | 272,211 | 10 | 33,201 | 4 | 10 | 1777 | 4 | 2 | 104,787 | 1 | 1 | 13,950 | 11,110 | 25,060 | |
| Total for 19½ weeks... | 117,707 | 73,580 | 12 | 10 | 288,260 | 20 | 34,861 | 0 | 10 | 1805 | 15 | 1 | 110,247 | 12 | 9 | 14,750 | 11,710 | 26,460 | |
| Comparison. | | | | | | | | | | | | | | | | | | | |
| Total for corresponding week of previous year... | 6,828 | 3,893 | 4 | 0 | 11,887 | 20 | 1,508 | 11 | 0 | 31 | 11 | 2 | 5,433 | 10 | 2 | 823 | 1,108 | 1,931 | |
| Per mile of Railway, corresponding week of previous year | 79 | 45 | 4 | 4 | 138 | 9 | 17 | 8 | 8 | 0 | 5 | 11 | 63 | 2 | 11 | 0 | 0 | 0 | |
| Total to corresponding date of previous year | 122,397½ | 72,892 | 8 | 2 | 176,987 | 13 | 24,594 | 9 | 9 | 1608 | 0 | 7 | 99,095 | 2 | 6 | 16,366 | 15,900 | 32,266 | |